INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: West Baltimore Street Bridge Survey Number: B-4516

Project: Rehab Agency: DPW

Site visit by MHT Staff: _X_ no ___ yes Name _____ Date _____

Eligibility recommended _X_ Eligibility **not** recommended _____

Criteria: _X_A ___B _X_C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based upon the information provided, including the MHT form and the report "Archival Investigations of the West Baltimore Street Bridge over the Gwynns Falls," the West Baltimore Street Bridge is eligible for listing in the National Register under Criteria A and C.

The West Baltimore Street Bridge, constructed between 1931-1932 by the City of Baltimore Department of Public Works, is located in the west portion of Baltimore City and carries West Baltimore Street over the Gwynns Falls valley and the CSX Railroad (formerly the Western Maryland Railway). The West Baltimore Street Bridge consists of a three-span, open spandrel structure constructed of reinforced concrete and extending 491 feet in length.

The West Baltimore Street Bridge meets Criterion A of the National Register because it is a terial expression of the early 20th-century urban and transportation planning efforts in altimore City. The bridge's location across Gwynn Falls was intended to provide enhanced access to the developing neighborhoods of western portions of the city. Further, the bridge was constructed as a part of the Civil Works Administration-Public Works Administration Program. As such, the construction of the bridge is directly associated with the federally supported works projects during the Depression.

The West Baltimore Street Bridge also meets Criterion C of the National Register. The reinforced concrete structure of the bridge, and its plain, arched design with minimal ornamentation are distinctive characteristics of Depression era bridge construction projects. In addition, the bridge reflects the characteristics of an urban bridge in a park setting. The bridge crosses the Gwynn Falls Valley, which was part of the Olmstead Plan of 1904. The design of the bridge was likely influenced by the Plan, and designed to harmonize with the existing park environment.

Documentation on the property/district is presented in: Review and Compliance Files

Prepared by: H. Henry Ward, Archeology and Historic Preservation Coordinator, Parsons Brinckerhoff, Inc.

Beth Hannold and Kim Williams — February 12, 1996
Reviewer, Office of Preservation Services — Date

program concurrence: ✓ yes ___ no ___ not applicable

Orland Robertson — 2-13-96
Reviewer, NR program — Date

Survey No. B-4516

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
__X__	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
____	Industrial/Urban Dominance	A.D. 1870-1930
__X__	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

____	Subsistence
___	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaptation

IV. Historic Period Themes:

____	Agriculture
__X__	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
__X__	Transportation

V. Resource Type:

Category: Structure

Historic Environment: Urban

Historic Function(s) and Use(s): Road-related/bridge

Known Design Source: Baltimore City Department of Public Works

Maryland Comprehensive Preservation Plan Data

Region: Piedmont

Periods: Modern Period, 1930 - present

Themes:
1. Transportation
2. Architecture, Landscape Architecture, Community Planning

Resource Type:
1. Category: Structure
2. Historic Environment: Suburban
3. Historic Functions and Uses: Bridge
4. Known Design Source: Baltimore City Dept. of Public Works


Lake Ashburton
Wash Haler Lake
Community College of Baltimore
Hanlon Park
William H. Lemmel MS
Gwynns Falls ES
Mondawmin Mall
PARKWAY
Frederick Douglass HS
Robert W. Coleman
Baltimore Zoo
Shaarei Tfiloh Cong
Westside ES
Dept of Re-Re
Windsor Hills ES
Walbrook HS
Walbrook
Walbrook Spec ES
Cappin
State Coll
NORTH
Edgewood ES
Matthew A Henson ES
Easterwood Park
Jackson Spec Ed Hosemont
Carver Voc-Tech
Armory
Belmont ES
Calverton MS
Mosher ES
Alexander Hamilton ES
Western
Lafayette Square
Harlem Park ES
Harlem Park MS
Tubman
Edmondson Village
Edmondson Ave
Lyndhurst ES
Mary E Rodman ES
Edmondson Westside Voc Tech HS
Cathedral
Cathedral Cemetery
Bentalou ES
Lockerman Bundy ES
Franklin Square
Gwynns Falls Park
Southwestern HS
Mount Olivet Cemetery
Sarah M Roach
Frederick ES
Samuel F B Morse ES
Beechfield
Mt St Joseph College
Maidens
National
LOUDON PARK CEMETERY
Carroll Park Municipal GC
CROSS ROADS SHOPPING CTR
Cardinal Gibbons HS
Saint Agnes Hospital
Archbishop Keough HS
Violetville ES
Morrell Park ES
German Evangelical
Exit-51
Gwynns Falls
Creek
Dead Run
Franklin Square
Proposed Boundaries for Ellicott Driveway National Register Historic District
MD GRID 530,000 FT
39°17'30"
38

A Bridge Inspection Report of the Baltimore Street Bridge indicates that the overall condition of the bridge is poor.[1] Previous inspections of the deck floor system has indicated that the sidewalks are heavily worn with exposed aggregate and approximately 20 percent of the top surface is disintegrated as deep as two inches in several areas. Exposed aggregate, minor cracks and discoloration are typical throughout the parapets, with disintegration up to 3/4-inch deep and several popouts exposing corroded reinforcing steel. Over each deck joint, the bituminous roadway pavement has a full-width crack up to 1/4-inch wide, and several joints are missing filler material.

A 10-foot section of the north parapet near the east abutment has been reconstructed. While most of the deck underside is not visible due to timber formwork, several exposed areas reveal failed shotcrete patches and spalls with exposed corroded reinforcing steel. Two four-inch diameter holes in the deck have developed in the center span near the west pier and several other holes have been covered or patched. Both approach pavements have settled up to two inches and the timber southwest approach guardrail does not conform to current standards.

Though the West Baltimore Street Bridge is still used as a pedestrian and vehicular transportation route, weight limits restrict the use of the bridge by heavy vehicles. The bridge also has undergone numerous (usually unsuccessful) repair efforts such as superstructural concrete patches, substructural shotcrete reconstruction, and roadway "patchwork" repairs with incompatible materials. The original decorative cast iron light standards are no longer in place and mounting brackets/pier surfaces are missing and/or in severely damaged condition. A large (approximately 10 foot) section of the north parapet had become so severely deteriorated, that it has been completely reconstructed.

[1] Greiner, Inc. 1992 Bridge Inspection Program, Baltimore Street Over Gwynns Falls and CSX, for the Baltimore City Department of Transportation (Baltimore: Greiner, Inc., 1992), 16-19.

provided for in building roads.[1] In Maryland, the number of motor vehicles increased from 103,000 in 1920 to 320,000 in 1929. The United Railways Company, which operated streetcars, buses and "trackless" trolleys, declared bankruptcy in the 1930's, further encouraging the popularity and necessity of the automobile. At the same time, more public resources were channeled into the construction of highways, bridges, viaducts and other transportation facilities.

With the early 20th century growth in land area, population and improved transportation networks extending into the suburbs, the character of Baltimore City and the travel patterns of its residents were significantly altered. Since major streams bisected the city, bridging the streams at intervals was necessary to facilitate intracity communications and commerce. Street extension necessarily meant the extension of the existing below-ground utilities. Consequently, Baltimore's major streams and great valleys were crossed only at a few strategic points such as: the Gwynns Falls by Edmondson Avenue, Baltimore Street, and Wilkens Avenue, and Stony Run by Huntington Avenue and University Parkway (Merryman's Lane)."[2]

The topography of the Gwynns Falls valley inhibited access from the east portion of Baltimore to the west. At least two separate primary resource documents suggest that the West Baltimore Street Bridge may have been intended to assist in the physical development of the City as well as to expand the City's economic opportunities. The circumstances surrounding the opening of the West Baltimore Street Bridge included a change in Baltimore's Mayoral Administration and the onset of the Great Depression. Baltimore Mayor William F. Broening (1919-1923 and 1927-1931) was finishing his second term in office. The new mayor, Howard W. Jackson, assumed office in 1931; thus, the West Baltimore Street Bridge project was conceived during Mayor Broening's administration and constructed during Mayor Jackson's tenure. Mayor Broening, in one of his regular public addresses on the status of city projects, offered many reasons for the construction of the West Baltimore Street Bridge.[3] The reasons enunciated by Mayor Broening can be distilled into the following primary issues:

- Additional (Faster) Access
- Convenience/Safety for Gwynns Falls Junior High School Students
- Relieve Congestion on Edmondson and Frederick Avenues
- Open West Side for Future Development

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[1] State Roads Commission of Maryland: A History of Road Building in Maryland (Baltimore: State Roads Commission, 1958), 48.
[2] Sherry H. Olson, Baltimore (Baltimore: The Johns Hopkins University Press, 1980), 254.
[3] Editor, "Mayor Broening Tells of City's Progress" in The Municipal Journal, (Baltimore, January 16, 1931), 6-8.

- Additional Tax Base from New Development.

With financial support from the federal government, Mayor Jackson's municipal relief efforts, through the actions of the Civil Works Administration (CWA) and the Public Works Administration (PWA), comprised a substantial portion of the economic development in Baltimore during the Depression. The CWA and PWA hired workers from the public assistance rolls and projects such as the West Baltimore Street Bridge were constructed. Such projects were selected for their value as future public assets, as well as for their potential for employing people and their chances of getting started quickly. It was this stream of government projects that made the Depression a Baltimore City-building period.[4]

The construction of the West Baltimore Street Bridge occurred during the period of increased reliance on the automobile as Baltimore expanded and during Mayor Jackson's municipal works efforts to provide employment relief during the Depression. The West Baltimore Street Bridge was constructed as a part of the Civil Works Administration -- Public Works Administration program and the construction of the bridge is directly associated with the federally supported works projects during the Depression. Although the historic significance of the West Baltimore Street Bridge relates to National historic developments (Depression Era public works projects), it represents a local expressed reaction to these broader historic events.

Criterion C

Criterion C, (relating to distinctive characteristics of a type, period, or method of construction), provides another basis on which to evaluate the West Baltimore Street Bridge. The West Baltimore Street Bridge reflects the characteristics of 1) an urban bridge in a park setting; and 2) early 20th century bridge design.

The Olmsted Brothers, a landscape architecture firm founded by Frederick Law Olmsted, Sr. and his brother John Law Olmsted, and later continued by Frederick Law Olmsted, Jr., were invited to prepare a plan for development of the 1888 Baltimore City annex (that included the Gwynns Falls valley) and include municipal parks and parkways which was later termed the Olmsted Plan of 1904. The Olmsted Brothers' reputation was based on their experience as consultants on the development of large projects such as Yosemite National Park, Central Park in New York, Golden Gate Park in San Francisco, and the grounds surrounding the Capitol in Washington, D.C. The

[4] Ibid., 341.

younger Olmsted is particularly noted for his contribution to local Baltimore landscape architecture projects such as the Johns Hopkins University campus, the neighborhoods of Roland Park and Sudbrook, and the tree-lined avenue along 33rd and Charles Streets and University Parkway.

The Olmsted Brothers envisioned the stream valleys as individual parklands, each highlighting its own distinctive topography, forest, meadow or boulder landscape and connected by curving and landscaped roadways such as Ellicott Driveway, Hilton Street, and Gwynns Falls Parkway.[5] The Olmsted Brothers' ideas of enhancing and preserving the natural setting of the piedmont landscape likely influenced the design for the West Baltimore Street Bridge to harmonize with the existing park environment, to connect with the sinuous Ellicott Driveway (landscaped by the Olmsted Brothers), and to maintain an area of open space within the city limits. However, it is certain that the location of the West Baltimore Street Bridge was influenced by the Olmsted Plan:

> "Various propositions have been made for bridges across the deep valley of Gwynns Falls between Frederick Road and Edmondson Avenue. Among these, a direct westward extension of Baltimore Street has been strongly advocated; but the angle at which this street meets the valley is such that the cost of constructing a viaduct...would be extravagant. We recommend a viaduct running on the shortest line across the valley, in a southwesterly direction from a point opposite the end of Baltimore Street extended."[6]

A report prepared by the Commission for Historical and Architectural Preservation (CHAP) has determined that the West Baltimore Street Bridge may be a contributing resource to the potentially National Register-eligible Ellicott Driveway Historic District. As indicated above, development of both the West Baltimore Street Bridge and Ellicott Driveway were influenced by the Olmsted Brothers. The CHAP report further describes the connection between the West Baltimore Street Bridge and Ellicott Driveway based on the Baltimore City Municipal Journal's promotion, between 1915-1917, of the construction of Ellicott Driveway:

> "On January 8, 1915, an article entitled "To Extend West Baltimore Street to Ellicott Driveway and Eliminate a Grade Crossing" described a deal negotiated by the Pennsylvania Railroad, Baltimore City and the Western Cemetery. In order for the Pennsylvania Railroad to maintain a safe and proper approach to their new bridge over Gwynns Falls, they needed to run their tracks on the southern tip of the Cemetery. In return for this

[5] Ibid.
[6] Olmsted Brothers, Report Upon the Development of Public Grounds for Greater Baltimore (Baltimore: The Lord Baltimore Press, 1904), 95.

> portion of land the Railroad built a new entrance to the cemetery from Ellicott Driveway, deeded land north of the tracks approaching the viaduct, and built a wall between the new cemetery land and the railroad's land. In the end, Baltimore Street was successfully extended to Ellicott Driveway, a dangerous grade crossing disappeared, and the railroad maintained a proper approach to its viaduct."[7]

Sherry Olson also provides a description of the "clean lines, stone work, lightness of cement work, and landscaping (that) mark (public works projects at that time) as PWA projects, which contrast with massive works of the 1950's.[8] This style of construction and the natural design of the Olmsted Brothers' surrounding landscaping projects may well have influenced the design of the West Baltimore Street Bridge.

Further, several engineers commented on bridge design during the early phase of reinforced concrete use. Henry G. Tyrrell provided the most comprehensive recommendations for aesthetic bridge design, many of which seemed to be reflected in the design of the West Baltimore Street Bridge. In Artistic Bridge Design (1912), Tyrrell asserted that bridges are considered beautiful when they fulfill the following requirements:[9]

1. Conformity with environment -- "In wooded parks, a rustic bridge fits better into the landscape... in a wild mountain gorge, large spans of bold design without applied ornament are best."

2. Economic use of material -- "Beauty exists in the structure with the greatest simplicity, fewest members and most pleasing outline."

3. Exhibition of purpose and construction -- "Strength and boldness should predominate."

4. Pleasing outlines and proportions -- "Arches must be perfect curves."

5. Appropriate but limited use of ornament -- "Superfluous decoration has a minifying effect."

Tyrrell further suggests that an "uneven number of spans is always preferable, for the eye is better satisfied with an opening rather than a pier at the center" and "bridges with several spans should have the longest at the center and adjoining ones should decrease in length towards the

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[7] Eric L. Holcomb, Historic Ellicott Driveway in the Gwynns Falls Valley, Baltimore, MD (Baltimore: CHAP, 1994), 7.
[8] Ibid.
[9] Henry G. Tyrrell, Artistic Bridge Design, (Chicago: Myron C. Clark Publishing Company, 1912), 20-22.

ends."[10] Specific elements of the West Baltimore Street Bridge which help to define this character include: reinforced cast concrete construction, uneven number of spans, geometric perfect arches, rectangular pier columns with simple geometric ornamentation, open spandrel arches, solid parapet construction with limited perforations/minimal recessed detailing and restrained deck fixtures (simple cast iron light standards and bronze commemorative plaques), and placement of an urban bridge in a park setting. The combination of the above recommendations (and the appearance in Tyrrell's book of several sketches of bridges very similar in design to the West Baltimore Street Bridge) suggests that the design of the West Baltimore Street Bridge may have been influenced by the architectural concepts included in early 20th century design books (including Tyrrell's).

Integrity of the resource is also important to the issue of significance. The most important aspects of the bridge's integrity relate to the associated criterion of original materials and workmanship. Although the West Baltimore Street Bridge retains much of its original structural fabric and has not undergone a major reconstruction, the remaining fabric is in a heavily deteriorated condition as indicated in the previous description of the bridge that appears in Section 7.

[10] Ibid, 44.

Major Bibliographical References

Baltimore City Department of Public Works. Annual Report of the City Engineer, 1931 and 1932.

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State Roads Commission of Maryland. A History of Road Building in Maryland, 1958.

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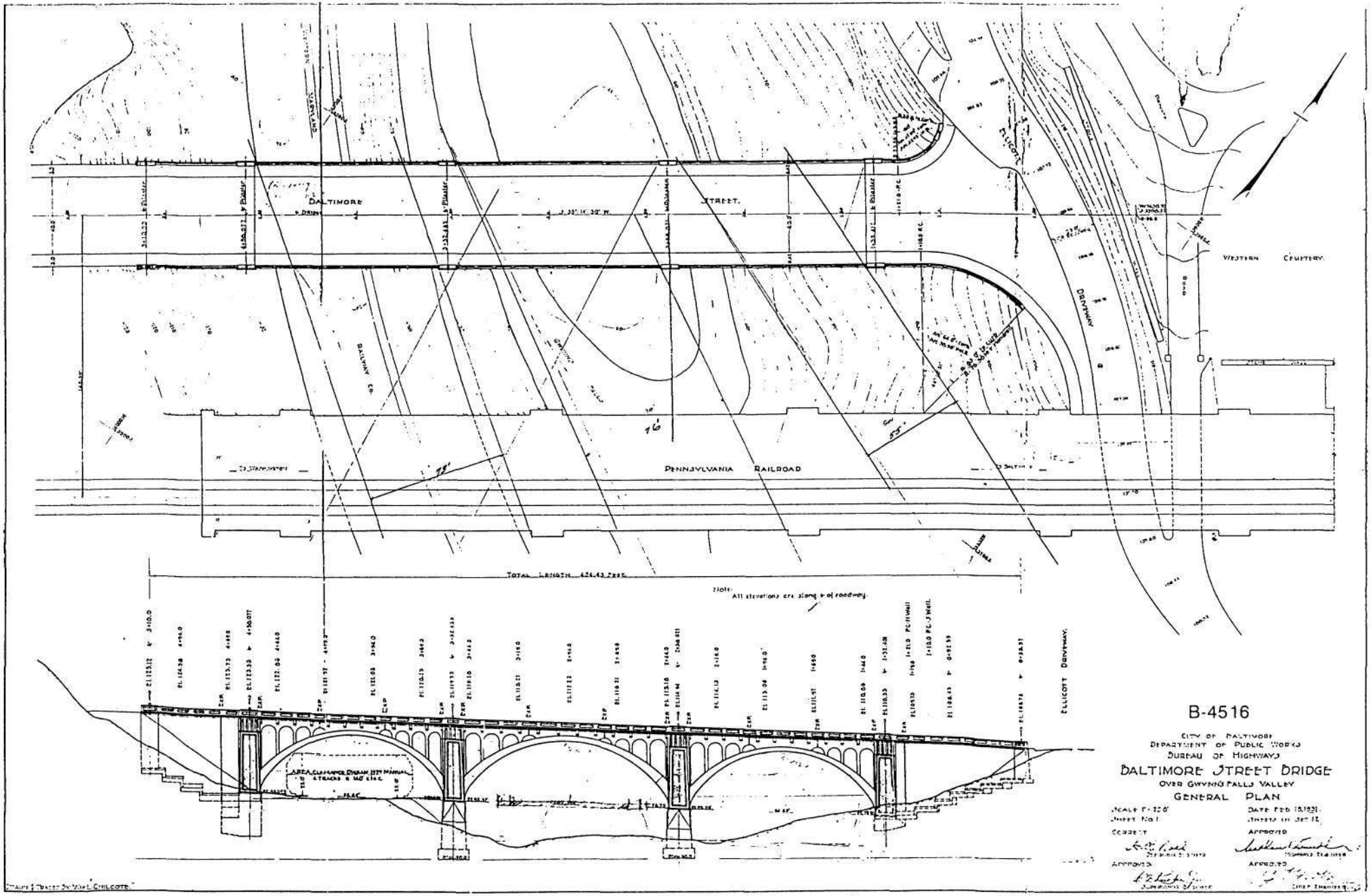

B-4516
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
BALTIMORE STREET BRIDGE
OVER GWYNNS FALLS VALLEY
GENERAL PLAN
PENNSYLVANIA RAILROAD
WESTERN CEMETERY
ELLICOTT DRIVEWAY
TOTAL LENGTH 424.43 FEET
Note: All elevations are along ℄ of roadway.

Figure 2.2

B-4516 . Figure 2.1

West Baltimore Street Bridge
Over The Gwynns Falls
Baltimore, Maryland
Baltimore West USGS Quad
Scale 1:24000

Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~B-4522~~ B-4516

Name: BALTIMORE ST. OVER GWYNNS FALLS @ CSX

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ___A ___B _X_C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

B-4516

MARYLAND INVENTORY OF HISTORIC BRIDGES **MHT No.** ~~B-4622~~
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. BC 2402 **Bridge name** Baltimore Street over Gwynns Falls at CSXRR (Baltimore Street Bridge)

LOCATION:
Street/Road name and number Baltimore Street

City/town Baltimore City **Vicinity** ____

County Baltimore

This bridge projects over: Road __ **Railway** X **Water** X **Land** ____

Ownership: State __ **County** __ **Municipal** X **Other** __

HISTORIC STATUS:
Is bridge located within a designated historic district? Yes ____ No __
National Register-listed district ____ **National Register-determined-eligible district** ____
Locally-designated district ____ **Other** ____
Name of district _____

BRIDGE TYPE:
Timber Bridge ___ :
Beam Bridge ___ **Truss -Covered** ___ **Trestle** ____ **Timber-And-Concrete** ___

Stone Arch Bridge ____

Metal Truss Bridge ____

Movable Bridge ___ :
Swing ___ **Bascule Single Leaf** ____ **Bascule Multiple Leaf** ___
Vertical Lift __ **Retractile** ____ **Pontoon** ____

Metal Girder ___ :
Rolled Girder ____ **Rolled Girder Concrete Encased** ____
Plate Girder ____ **Plate Girder Concrete Encased** ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever _____

Concrete X :
Concrete Arch X **Concrete Slab**___ **Concrete Beam** ____ **Rigid Frame** ___

Other _____ **Type Name** _____

DESCRIPTION:
Describe Setting

Bridge BC 2402 carries West Baltimore Street over Gwynns Falls and the CSX Railroad on the west side of Baltimore City. Baltimore Street runs in a generally east-west direction over the southern flowing Gwynns Falls. The bridge is located in a park and residential area. The bridge carries 4 lanes of traffic in opposing directions and is located adjacent to Gwynns Falls Park and the Greenway and Western Cemetery.

Describe Superstructure and Substructure:

Bridge BC 2402 is a triple span, open spandrel concrete arch bridge. The concrete arch bridge is 326 feet long. It has clear spans of 100 feet, 115 feet, and 100 feet. The rises of the arches are 31 feet 9 inches, 32 feet 7 inches, and 31 feet 9 inches, respectively. The bridge carries a 40-foot roadway section with a bituminous wearing surface supported by a reinforced concrete deck. There is an overall bridge width of 54 feet 11 inches. There are 8 longitudinal reinforced composite concrete interior beams that support the deck and an exterior composite concrete beam on each side that support the solid concrete parapets. The parapets are 3 feet 8 inches in height, and have coping and inscribed paneled section ornamentation. There are concrete sidewalks that are 6 feet in width. According to a 1995 inspection report, the bridge is in poor condition with a sufficiency rating of 3.0.

The exterior beams are supported by 10 curved exterior cantilever overhangs that bear directly over the 6-spandrel columns, which in turn bear on each arch and diminish in height from end to center. The bridge has 2 arch ribs for each span, which support a series of lateral spandrel walls. The spandrel walls in turn support the longitudinal beams. The tops of the columns are joined by an arched section.

At each pier there is an elaborate paneled pilaster on each fascia. The piers are rectangular shafts, hollow with noses, and are constructed on spread footings, as are the abutments. The abutments are massive and have stepped footings. The front of each abutment has a pilaster matching that of the pier fascia.

The bridge carries 3 utilities. Looking west, on the exterior side of the first interior concrete beam there is an electrical duct, between the seventh and eighth interior beams there is a 24 inch water main, and on the exterior of the eighth beam there is a 24-inch sewer main. Originally, there was an ornamental light post at each pilaster, but these have been replaced with modern luminaries. The bridge has 2 bronze plaques dated 1931, which bear the title "Baltimore Street Bridge" and list the various officials and engineers significant to the project.

Discuss major Alterations:

A 10-foot section of the north parapets has been reconstructed. It is also evident that the bridge has been repaired many times in the past with numerous patches. Most of this cosmetic work was performed in the 1980s.

HISTORY:

WHEN was bridge built (actual date or date range) 1931
This date is: Actual X **Estimated** ____
Source of date: Plaque __X__ **Design plans** _____ **County bridge files/inspection form** _____
Other (specify)

WHY was bridge built? To connect the east and west sides of the City of Baltimore, creating a major transportation route to the Port of Baltimore, and eliminating a natural barrier to the development of Baltimore City, the Gwynns Falls Valley
WHO was the designer? Baltimore City Department of Public Works
WHO was the builder? W.C. Briddell Company of Baltimore City
WHY was bridge altered? N/A
Was bridge built as part of an organized bridge-building campaign? No, this bridge was not built as part of an organized bridge-building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _X_ B- Person ___

C- Engineering/architectural character _X_

This bridge was determined eligible by the Interagency Review Committee in September 1996.

Was bridge constructed in response to significant events in Maryland or local history?

Yes, the Baltimore Street Bridge was constructed in response to the development and growth of the city after World War I. The city experienced a surge in population, both from immigrants from Europe, migrating southerners, African-American farmers, and war veterans. There was also a strategic city planning movement in effect at this time. Additionally, the bridge was a major project built during the height of the Great Depression. The construction of this bridge followed the New Deal Program policies, enacted by President Franklin D. Roosevelt and encouraged by Baltimore Mayor Howard W. Jackson, and provided employment relief for the citizens of Baltimore. The location of the Baltimore Street Bridge was influenced by several environmental factors, including the need to maintain an open space within the city, to connect the Ellicott Driveway with Baltimore Street, and to develop a structure that would harmonize with the existing park environment.

According to the Report Upon the Development of Public Grounds for Greater Baltimore, dated 1904 and written by Frederick and John Olmsted:

> Various propositions have been made for bridges across the deep valley of Gwynns Falls between Frederick Road and Edmondson Avenue. Among these, a direct westward extension of Baltimore Street has been strongly advocated; but the angle at which this street meets the valley is such that the cost of constructing a viaduct...would be extravagant. We recommend a viaduct running on the shortest line across the valley, in a southwesterly direction from a point opposite the end of Baltimore Street extended.

The Baltimore Street Bridge project was conceived under the administration of Mayor William F. Broening and constructed under the administration of Mayor Jackson. According to Mayor Broening in one of his public addresses on the status of city projects, including the construction of the Baltimore Street Bridge, in January 1931:

> In my opinion this is a much-needed improvement that has been neglected already for too long a time. The people in the Western section have at the present time only two approaches to their section—one by the way of Edmondson Avenue Bridge and the other by the way of the Frederick Avenue Bridge.
>
> In that Hilton Street section between Edmondson and Frederick Avenue there are form 3,000 to 4,000 home. These people at the present time, despite the fact that they are very close to the center of the city, must lose form 5 to 8 minutes in walking to either the Edmondson Avenue or the Frederick street cars...Half way between Edmondson Avenue and Frederick Avenue we have Gwynns Falls Junior High School which is attended by some 2,600 pupils. Quite a few of these children live on the east side of Gwynns Falls and you can readily imagine what a great convenience this will be for those children to walk right across the Baltimore Street Bridge into their high school...This bridge will open up a new artery and will relieve a congestion on the Edmondson and Frederick Avenues. With the construction of this bridge automobiles can move directly to the west and empty into Edmondson Avenue near Rognel Heights. With the great development in row houses that is going on in the Edmondson Avenue section the need for an additional artery becomes more and more apparent. I understand that the United Railways and Electric Company has already run a bus service form Allendale Road and Edmondson Avenue to Charles and Baltimore Street upon the completion of this bridge.
>
> In addition to these reasons which I think are sufficient to justify the expenditure of this money, we will open up for the development in that section of the city a lot of property which at the present time while not inaccessible is virtually shut off to any development because of lack of transportation facilities and because of the round-about way that one must go in order to reach the center of the city. I believe that the great development will take place, not only in row houses, but also in apartment houses, will place on the tax

books of our city additional property with a taxable basis that will contribute largely towards the defraying of expenses in the construction of this bridge.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

Yes, the Baltimore Street Bridge is a key link between east and west Baltimore and definitely was a key to the growth and development of the west side after World War I. It became a major commercial artery to the east side as well with the development of Baltimore Street into a major trucking route to the harbor and its factories. Since it has deteriorated, the heavy truck traffic indicative of commerce and economy that once used the bridge has been forced to use other routes. According to the Annual Report of the City Engineer dated 1932, "upon completion (the bridge) will, no doubt, be the means of developing a large amount of property in that section, thus adding materially to the taxable base is in the City." Furthermore Mayor Jackson stated at the bridge opening ceremony that "the bridge marks an important step in the further development of this section of the city. The Gwynns Falls Valley for many years has been a natural barrier to quick communication between that older section of the city to the east of the valley and that ever-growing section to the west." In response to its construction a census tally can verify the tremendous growth in this area between the early 1930s and the 1950s.

Is the bridge located in an area that may be eligible for historic designation?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, Bridge BC 2402 is a significant example of an intact, although deteriorated, 3 span open spandrel concrete arch bridge built during the 1930s, of which few remain. Because of the site conditions of the cemetery and the park, Baltimore City engineers chose to design this arch bridge which highly compliments the area. The implementation of concrete arch bridges, particularly in valleys of moderate size and park settings was the vogue at the time, and implemented much more often than the mundane and prosaic multi-span steel girder bridges. Of course, with labor being relatively inexpensive during the Great Depression, the arch bridge was cost effective, despite the intensive framework required for this type of structure. Architectural and engineering expression is brought out in this bridge with its well-defined pilasters, balustrades, and pier sections as wells as the balanced arches. The bridge satisfies the requirements of a well laid-out structure with its unequal spans, conformity to the environment, economic use of materials, and well proportioned members.

Does bridge retain integrity of important elements described in Context Addendum?

Yes, Bridge BC 2402 does retain the integrity of all its primary and secondary character defining elements, though most are in advanced stages of deterioration.

Is bridge a significant example of work of manufacturer, designer and/or engineer?

Yes, the bridge is a significant example of the work of the City of Baltimore Department of Public Works in the 1930s.

Should bridge be given further study before significance analysis is made?

No, the bridge does not require further study.

BIBLIOGRAPHY:

County inspection/bridge files ____ SHA inspection/bridge files X Other (list):

City of Baltimore, Department of Public Works, Bureau of Transportation, Bridge Design Section Department Records.

Archival Investigation of the West Baltimore Street Bridge over the Gwynns Falls in Baltimore, Maryland, Parsons Brinckerhoff Inc., November 1994.

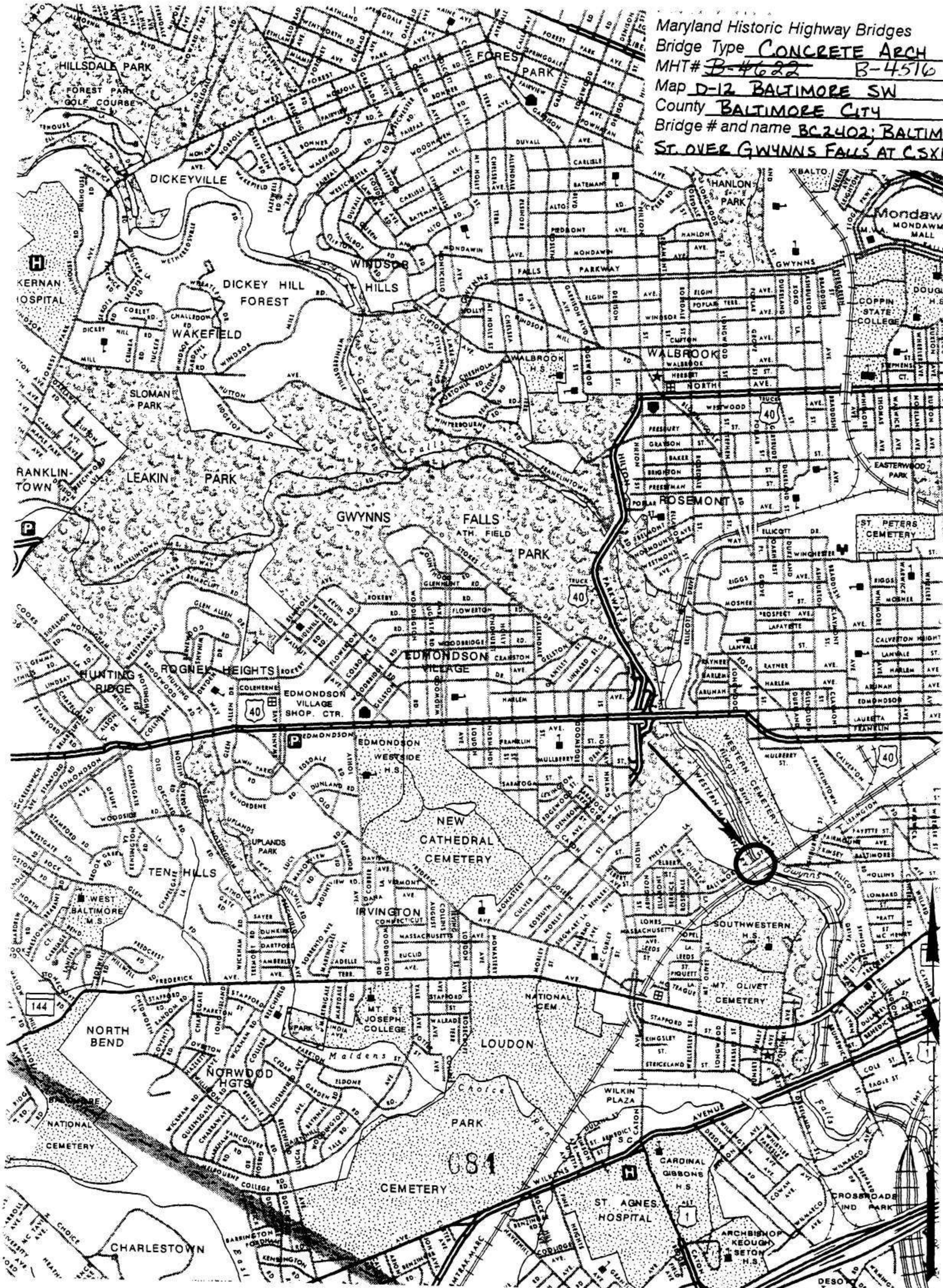
Categorical Exclusion Evaluation for the West Baltimore Street Bridge over Gwynns Falls, Parsons Brinckerhoff, Inc., August 1996.

Tyrell, Henry G.
1912 Artistic Bridge Design.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded September 9, 1996
Name of surveyor James T. Aguirre
Organization/Address State Highway Administration, 707 North Calvert Street, Baltimore, MD
Phone number 410-545-8559
Revised by P.A.C. Spero & Company, April 1998

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# ~~B-4622~~ B-4516
Map D-12 BALTIMORE SW
County BALTIMORE CITY
Bridge # and name BC2402; BALTIMORE ST. OVER GWYNNS FALLS AT CSXR



HILLSDALE PARK
FOREST PARK GOLF COURSE
FOREST PARK
DICKEYVILLE
DICKEY HILL FOREST
WAKEFIELD
WINDSOR HILLS
HANLON PARK
WALBROOK
COPPIN STATE COLLEGE
SLOMAN PARK
LEAKIN PARK
FRANKLINTOWN
GWYNNS FALLS ATH. FIELD PARK
ROSEMONT
ST. PETERS CEMETERY
EASTERWOOD PARK
HUNTING RIDGE
ROGNEL HEIGHTS
EDMONDSON VILLAGE
EDMONDSON VILLAGE SHOP. CTR.
EDMONDSON WESTSIDE H.S.
UPLANDS PARK
NEW CATHEDRAL CEMETERY
WESTERN CEMETERY
TEN HILLS
WEST BALTIMORE M.S.
IRVINGTON
SOUTHWESTERN H.S.
MT. OLIVET CEMETERY
NATIONAL CEM
MT. ST. JOSEPH COLLEGE
NORTH BEND
LOUDON PARK CEMETERY
NORWOOD HGTS
BALTIMORE NATIONAL CEMETERY
WILKIN PLAZA
CARDINAL GIBBONS H.S.
ST. AGNES HOSPITAL
ARCHBISHOP KEOUGH SETON H.S.
CROSSROADS IND PARK
CHARLESTOWN
KERNAN HOSPITAL

Inventory # ~~B-4622~~ B-4516

Name 2402 - BALTIMORE STREET OVER GWYNNS FALLS AT CSX RR

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number 1 OF 4

Inventory # B-4516 ~~B-4622~~

Name 2402 - BALTIMORE STREET OVER GWYNNS FALLS AT CSX RR

County/State BALTIMORE CITY/MD

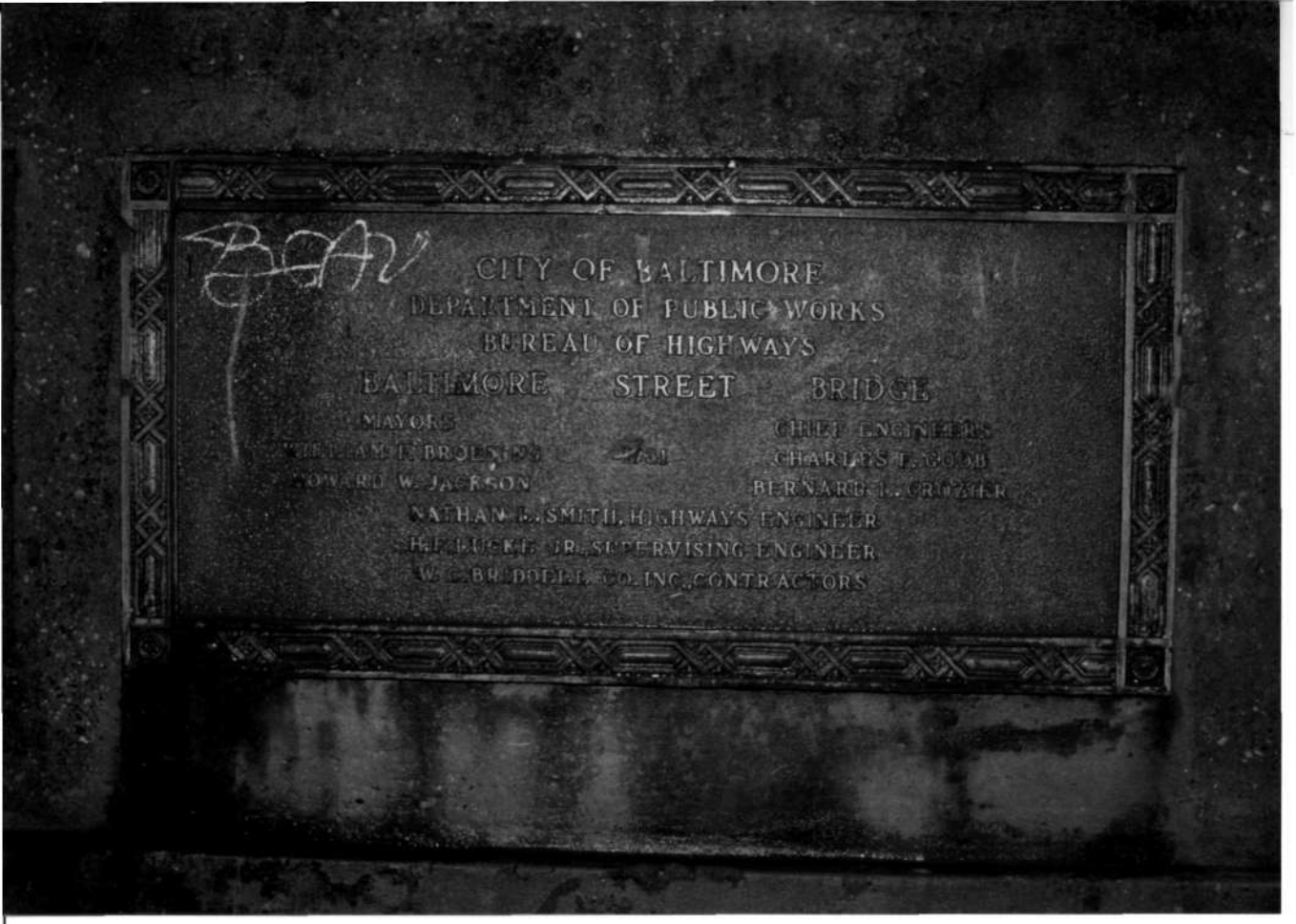
Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description EAST APPROACH

Number 2 OF 4


BAL
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
BALTIMORE STREET BRIDGE
MAYORS
WILLIAM F. BROENING
HOWARD W. JACKSON
CHIEF ENGINEERS
CHARLES T. GOLD
BERNARD L. CROZIER
NATHAN L. SMITH, HIGHWAYS ENGINEER
H.F. LUCKE, JR. SUPERVISING ENGINEER
W.C. BRADLEY CO. INC. CONTRACTORS

Inventory # ~~B-4622~~ B-4516
2402 - BALTIMORE STREET OVER GWYNNS
Name ~~FALLS~~ AT CSX RR
County/State BALTIMORE CITY/MD
Name of Photographer TIM SCHEEN
Date 1/95

Location of Negative SHA

Description IO PLAQUE @ EAST END OF SOUTH PARAPET

Number 3 OF 4

Inventory # ~~B-4622~~ B-4516

Name 2402 - BALTIMORE STREET OVER GWYNNS FALLS AT CSXRR

County/State BALTIMORE CITY, MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 4 OF 4

Survey No. B-4516

Magi No.

DOE X yes __ no

Maryland Historical Trust State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic West Baltimore Street Bridge

and/or common

2. Location

street & number West Baltimore Street Bridge over the Gwynns Falls ___ **not for publication**

city, town Baltimore, ___ **vicinity of** **congressional district** 7

state Maryland **county**

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	___ occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
_X_ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_X_ yes: unrestricted	___ industrial	_X_ transportation
	_X_ not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name City of Baltimore, Dept. of Public Works, Bureau of Transportation

street & number 417 E. Fayette Street **telephone no.:** (410) 396-6802

city, town Baltimore, **state and zip code** Maryland 21201

5. Location of Legal Description

courthouse, registry of deeds, etc. Abel Wolman Municipal Building **liber**

street & number 200 Holliday Street **folio**

city, town Baltimore, **state** Maryland

6. Representation in Existing Historical Surveys

title Historic Ellicott Driveway in the Gwynns Falls Valley

date October 1994 ___ **federal** ___ **state** ___ **county** _X_ **local**

depository for survey records Commission For Historical and Architectural Preservation (CHAP)

city, town Baltimore, **state** Maryland

7. Description

Survey No. B-4516

Condition		Check one	Check one
___ excellent	_X_ deteriorated	___ unaltered	_X_ original site
___ good	___ ruins	_X_ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Contributing Resource Count: 1

The West Baltimore Street Bridge, constructed between 1931-32, is located in the west portion of Baltimore City and carries West Baltimore Street over the Gwynns Falls valley and the CSX Railroad, formally the Western Maryland Railway (see Figure 1). The West Baltimore Street Bridge consists of a three span, open spandrel structure that is 152 meters (491 feet) long and constructed of reinforced concrete. The center span is 32 meters (103.52 feet) and the two ends span 29 meters (94.7 feet). Each span contains six spandrel columns which diminish in size toward the center of the arch (see Figure 2).

The West Baltimore Street Bridge contains a reinforced concrete deck 12 meters (40 feet) wide between curbs and a six-foot sidewalk on each side. The reinforced concrete parapet consists of a solid panel type design with simple rectangular, horizontal, recessed panels. This simple geometric ornamentation is also exhibited on the support piers, which are cast with rectangular, vertical, recessed panels. The pier columns are surmounted with simple geometric capitals, with divided dentils which flare away from the face of the pier out to the base of the deck. The parapet panels are separated by concrete vertical posts at regular intervals and also contain windslots (open space) between the top of the sidewalk and the bottom of the parapet panels to aid in keeping the sidewalk free from snow, leaves and debris. Contemporary light fixtures have replaced the original, decorative, cast iron lamp standards. The bridge contains two similar, original bronze dedication plaques, one at either end of the bridge on the east side parapet panels.

The setting near the West Baltimore Street Bridge contains primarily residential and park uses. Land use in the immediate vicinity of the West Baltimore Street Bridge includes the Gwynns Falls Greenway on the east bank of the Gwynns Falls stream, the Western Cemetery located less than 46.5 meters (150 feet) from the east end of the bridge, CSX Railroad tracks located under the bridge to the south, property owned by Genstar Quarry adjacent to the west bank of the Gwynns Falls stream, and residential uses surrounding the bridge and immediate environs. The Pennsylvania Railroad viaduct, located approximately 23.25 meters (75 feet) to the southeast of the West Baltimore Street Bridge, is similar in concrete arch design and pre-dates the West Baltimore Street Bridge.

SEE ATTACHED CONTINUATION SHEET

8. Significance

Survey No. B-4516

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	_X_ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	_X_ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	_X_ transportation	
_X_ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1931-1935 **Builder/Architect** W.C. Briddell Company/Baltimore City Dept. of Public Works

check: Applicable Criteria: _X_A __B _X_C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state _X_local

Prepare both a summary paragraph of significance and a general statement of history and support.

The West Baltimore Street Bridge, constructed between 1931-32, was found to be potentially eligible for the National Register under Criteria A and C. Criterion A, (relating to significant events in history or an historical trend), is relevant due to the bridge's apparent relationship to the planned development in the western portion of Baltimore City and for its association with the economic development and public works history of Baltimore during the early 20th century. The siting of the bridge facilitated vehicular and pedestrian travel over the Gwynns Falls Valley and enhanced access to the developing neighborhoods in the western portion of the city. Criterion C, (relating to distinctive characteristics of a type, period, or method of construction), is relevant due to the bridge's aesthetic elements that characterized the design of reinforced concrete arch structures in the early 20th century. Specifically, the design of the West Baltimore Street Bridge reflects an uneven number of spans, geometric perfect arches, minimal ornamentation, and the placement of an urban bridge in a park setting.

Criterion A

Criterion A, (relating to significant events in history or an historical trend), is relevant due to the bridge's apparent relationship to the planned development in the western portion of Baltimore City and for its association with the economic development and public works history of Baltimore during the early 20th century.

The West Baltimore Street Bridge is a material expression of the early 20th century urban and transportation planning efforts in Baltimore City. The planned urban expansion of Baltimore began with the annex by the city of 23 square miles of land in 1888, including the Gwynns Falls valley. The "auto age" in Maryland began toward the end of 1907 as the Geological Survey Commission mentioned that rubber-tired automobile should henceforth be considered and

SEE ATTACHED CONTINUATION SHEETS

9. Major Bibliographical References

Survey No. B-4516

See attached continuation sheets.

10. Geographical Data

Acreage of nominated property less than 1 acre

Quadrangle name Baltimore West **Quadrangle scale** 1:24000

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

West Baltimore Street Bridge over the Gwynns Falls and the CSX Railroad. Bridge connects Ellicott Driveway with the west side of Baltimore Street.

List all states and counties for properties overlapping state or county boundaries

state	N/A	**code**	**county**	**code**
state		**code**	**county**	**code**

11. Form Prepared By

name/title H. Henry Ward, Archaeology and Historic Preservation Coordinator
Allyson A. Reynolds, Planner

organization Parsons Brinckerhoff, Inc. **date** June 15, 1995

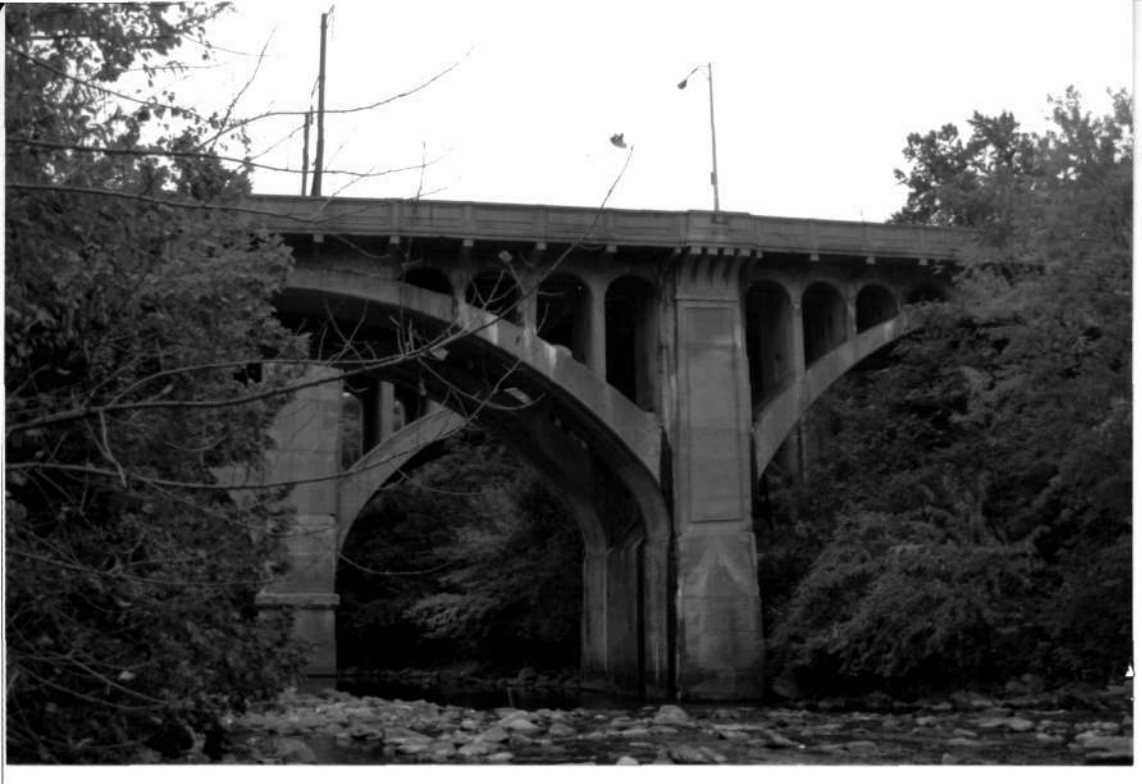
street & number 301 N. Charles Street, Suite 200 **telephone** (410) 727-5050

city or town Baltimore, **state** Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

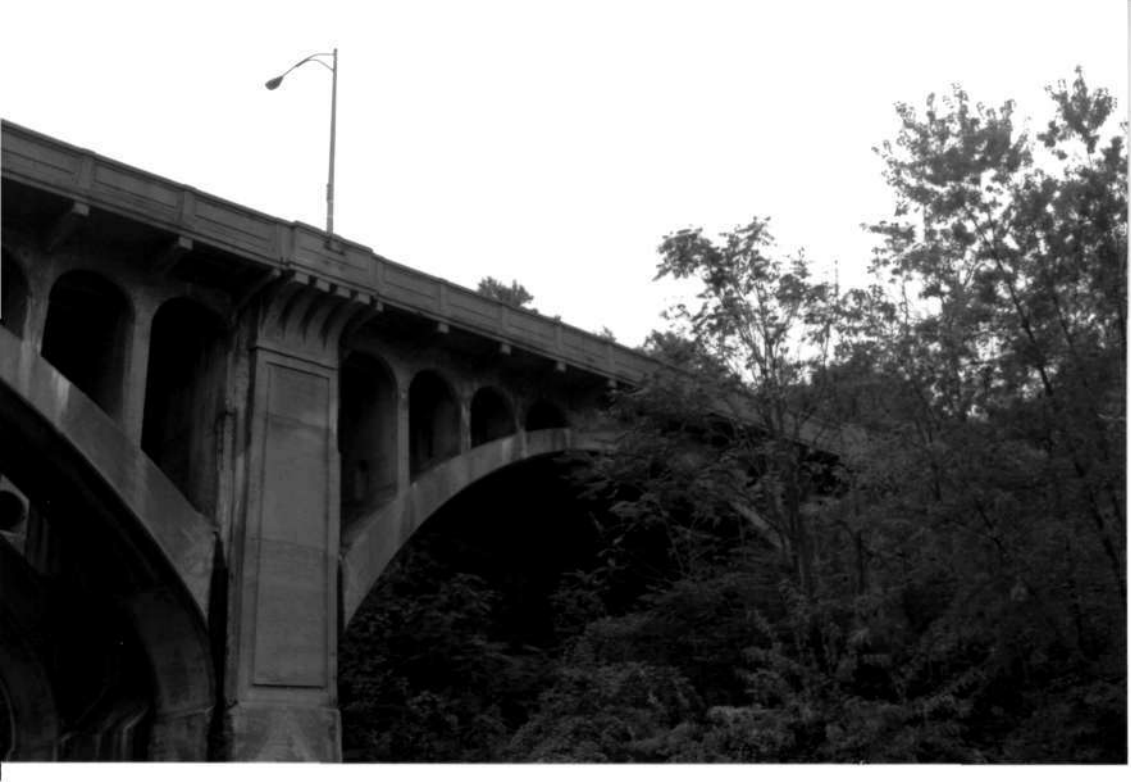
return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438



1

B-4516

West Baltimore Street Bridge
Baltimore, MD
Photographer: A. Reynolds
10/11/94
Negative Submitted to SHPO
West elevation
1 of 36



2

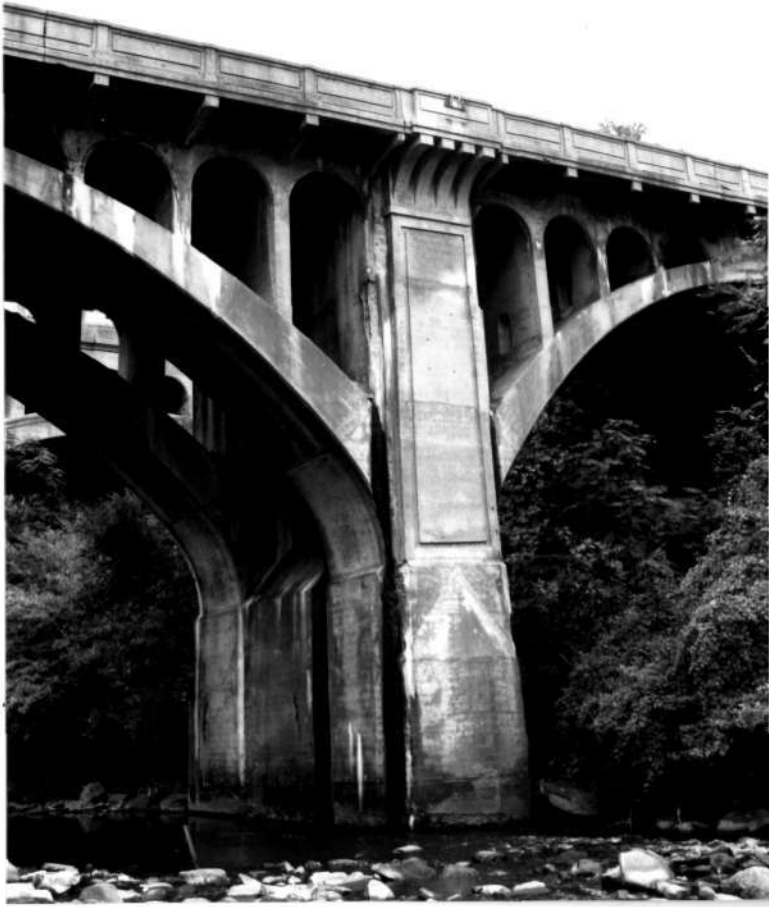
B-4516

West Baltimore Street Bridge
Baltimore, MD
Photographer: A. Reynolds
10/11/94
Negative submitted to SHPO
West Elevation
2 of 3

3

B-4516

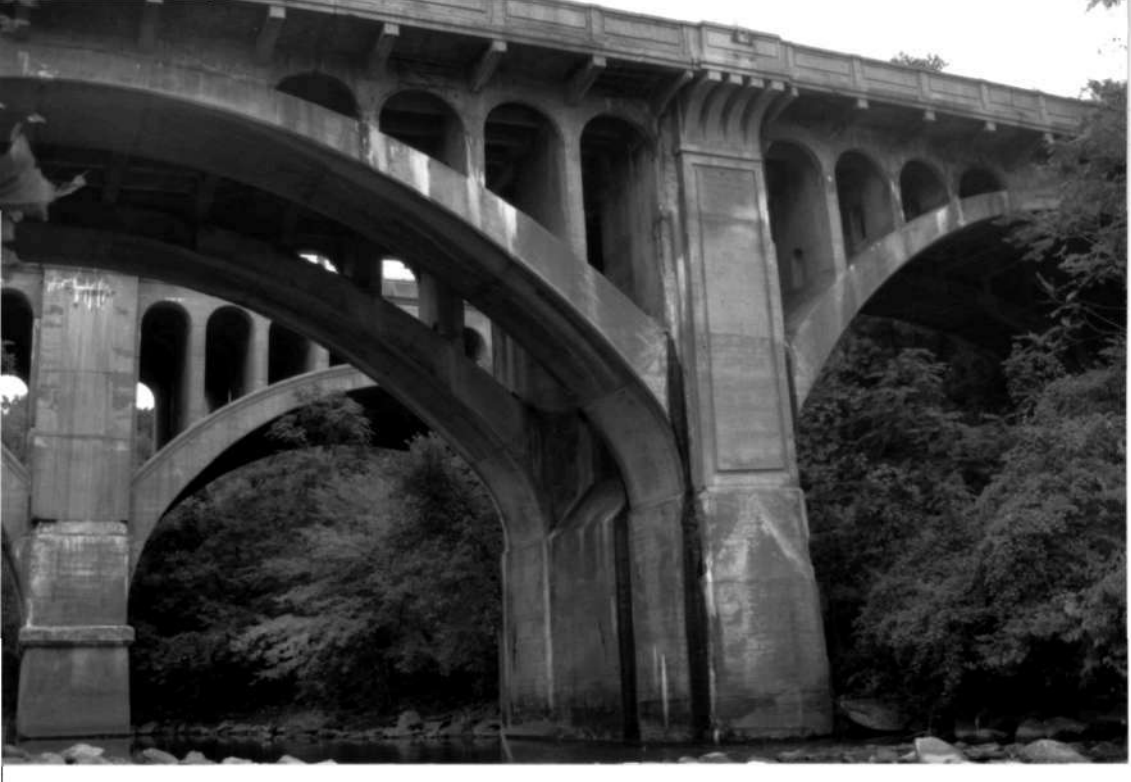
West Baltimore Street Bridge
Baltimore, MD
Photographer: A. Reynolds
10/11/94
Negative @ MD SHPO
West Pier
3 of 36



4

B-4576

West Baltimore St. Bridge
Negative @ MDSHPO



5

B-4576

West Baltimore Street Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
West Pier
5 of 31

6

B-4516

7

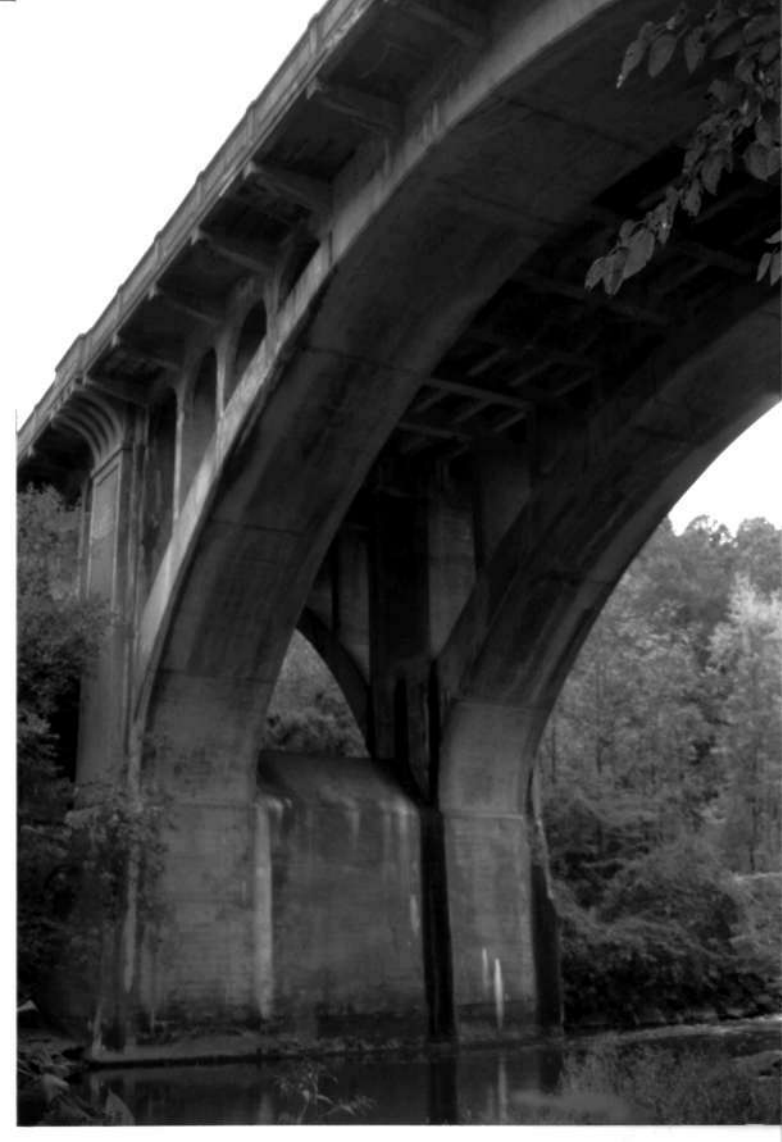
B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/[illegible]
Negative @ MD SHPO
Southeast Pier
7 of 36

8

B-4516

W2[illegible] Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/16
Negative @ MD-H[illegible]
[illegible] Print
[illegible]



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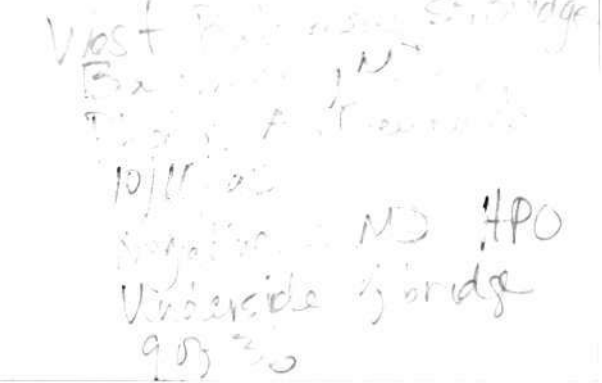
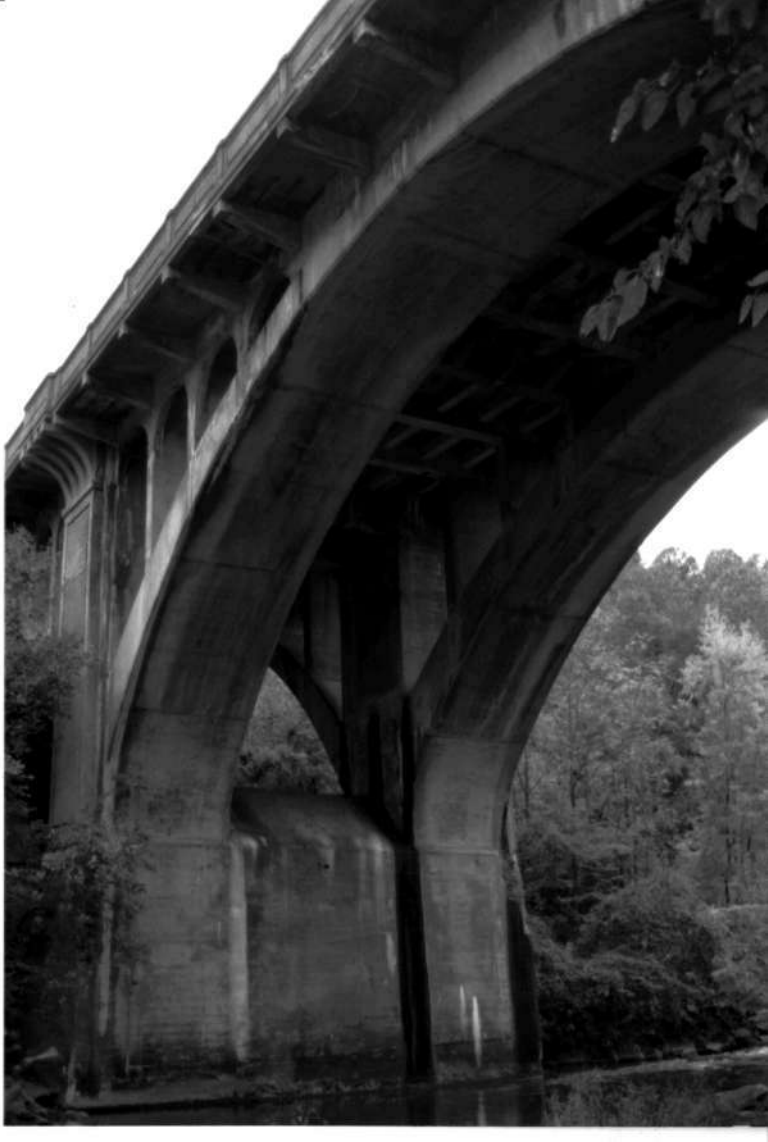




10

B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: F. Reynolds
10 of 10
Negative @ MD SHPO
Underside of Bridge
10 of 10

11

B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/[illegible] 91
Negative @ MD SHPO
Underside of Bridge
1 of 21

12

B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MDSHPO
Facing southwest
17 of 36

13

B-4576

West Baltimore St. Brdg
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Facing northeast
13 of 36

14

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MDSHPO
Gwynns Falls Valley (west)
14 of 36

15

B-4516

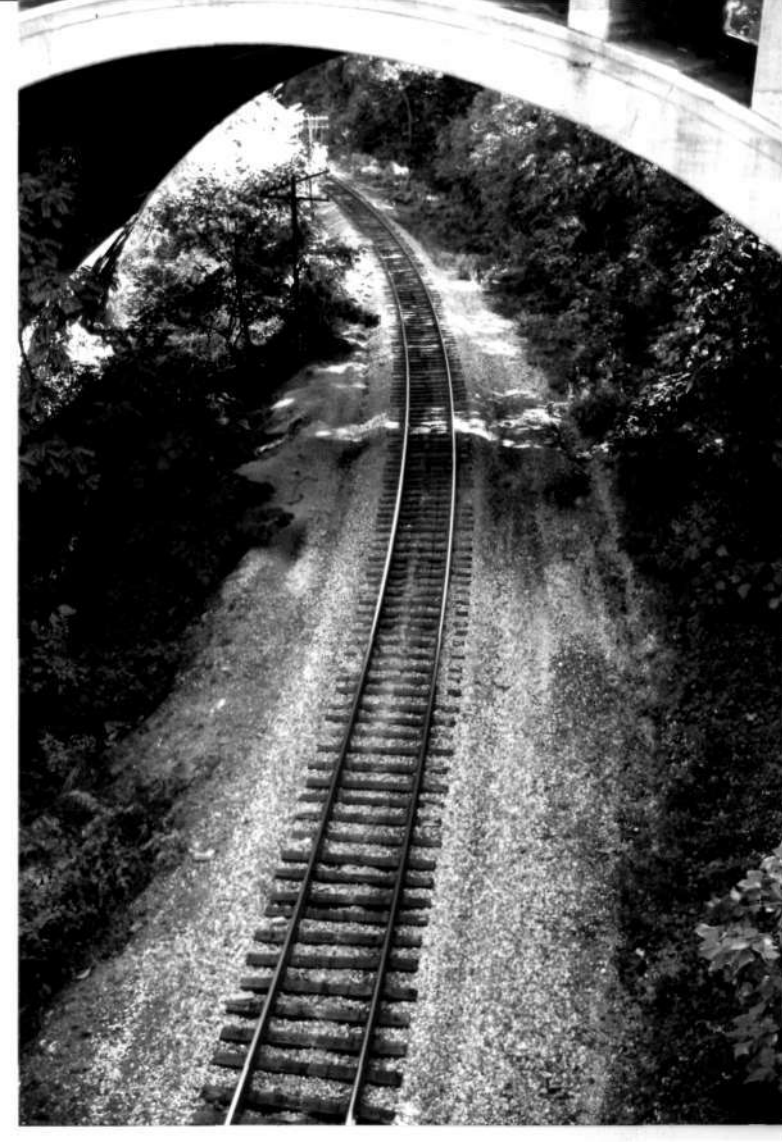
West Baltimore St. Bridge
Baltimore MD
Photo: A. Reynolds
10/11/94
Negative @ MDSHPO
Missing cone to west side
of bridge
15 of 36

16

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MDSHPO
Gwynns Falls Valley facing east
16 of 36

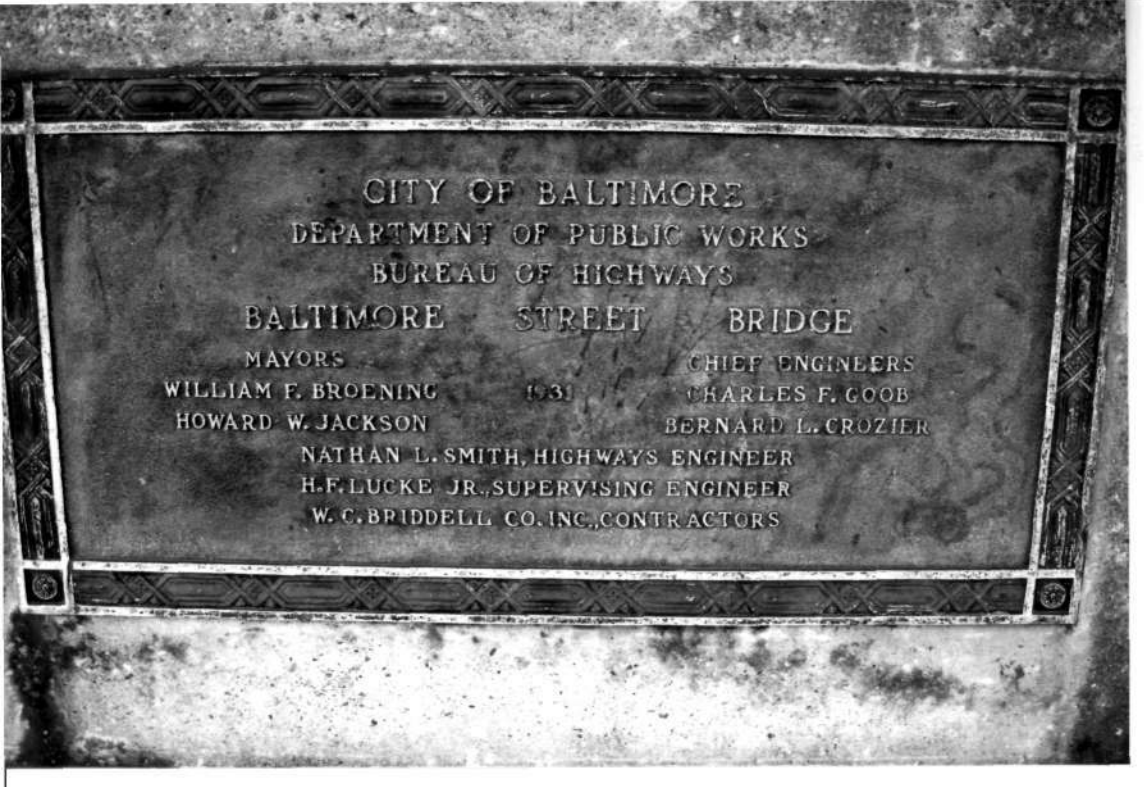
B-4516



18

B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
CSX tracks under bridge
18 of 36


CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
BALTIMORE STREET BRIDGE
MAYORS
WILLIAM F. BROENING
HOWARD W. JACKSON
1931
CHIEF ENGINEERS
CHARLES F. COOB
BERNARD L. CROZIER
NATHAN L. SMITH, HIGHWAYS ENGINEER
H.F. LUCKE JR., SUPERVISING ENGINEER
W. C. BRIDDELL CO. INC., CONTRACTORS

19

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MDSHPO
Bronze Plaque
19 of 36


CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF HIGHWAYS
BALTIMORE STREET BRIDGE
MAYORS
WILLIAM F. BROENING
HOWARD W. JACKSON
1931
CHIEF ENGINEERS
CHARLES F. GOOB
BERNARD L. CROZIER
NATHAN L. SMITH, HIGHWAYS ENGINEER
H.F. LUCKE JR., SUPERVISING ENGINEER
W. C. BRIDDELL CO. INC., CONTRACTORS

20

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MDSHPO
Bronze Plaque
20 of 36

21

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Facing north east
21 of 36

22

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/95
Negative @ MD SHPO
Gwynns Falls Valley
22 of 36

23

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
CSX tracks
23 of 36

24

B-4576

West Baltimore St. Bridge
Baltimore MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Facing northeast
24 of 36

25

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MDSHPO
Concrete Spall on deck
25 of 36

#26

B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Contemporary Light Fixture
26 of 36

27

B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MDSHPO
Missing Light Standard
27 of 36

28

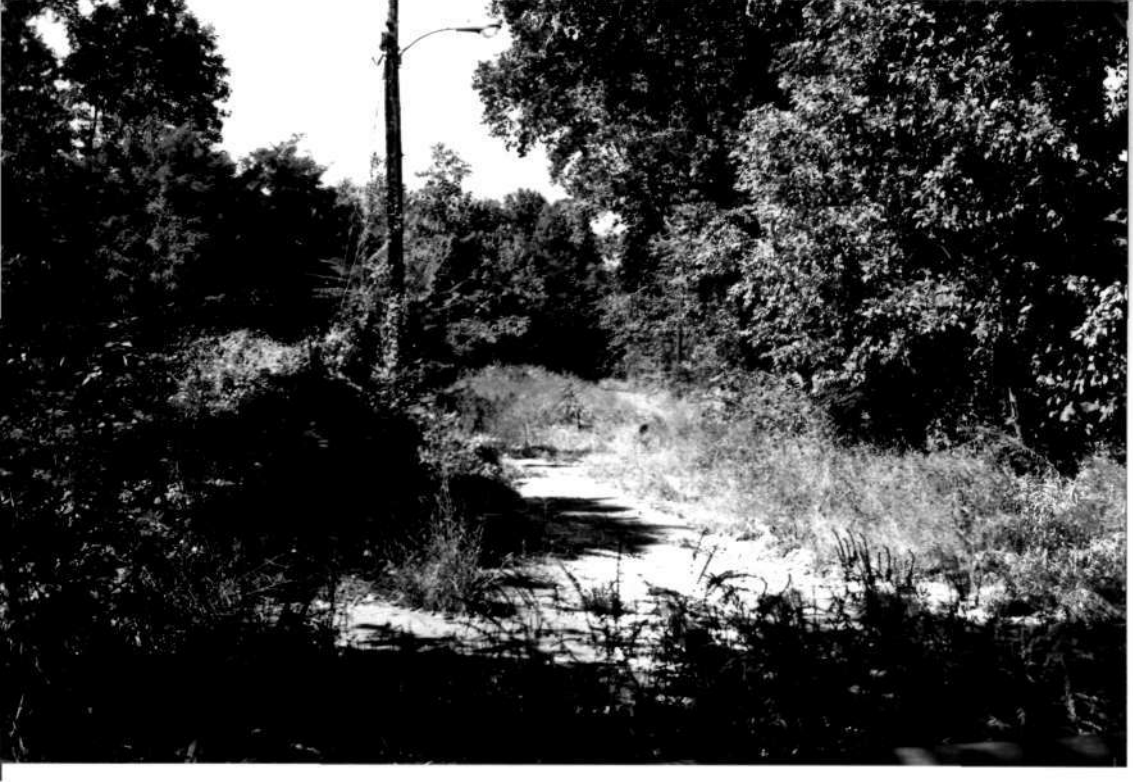
B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/[illegible]/94
Negative @ MD SHPO
CD: Track 6
2 8 2 30

29

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Gwynns Falls Valley
29 of 36



#39

B-4516

West Baltimore Street Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Ellicott Driveway (northeast of Bridge)
30 of 36


8615

31

B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: F. Reynolds
10/11/94
Negative @ MD SHPO
@ SX train
31 of 36

32

B-4576

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Parapet
32 of 36

33

B-4576

West Baltimore St Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Facing southwest
33 of 36

34

B-4516

Nat Baltimore Street Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/96
Negative @ MD SHPO
Retaining Wall (Amtrak viaduct overhead)
34 of 36

35

B-4516

West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Ellicott Driveway approach
35 of 36

#36

B-4516

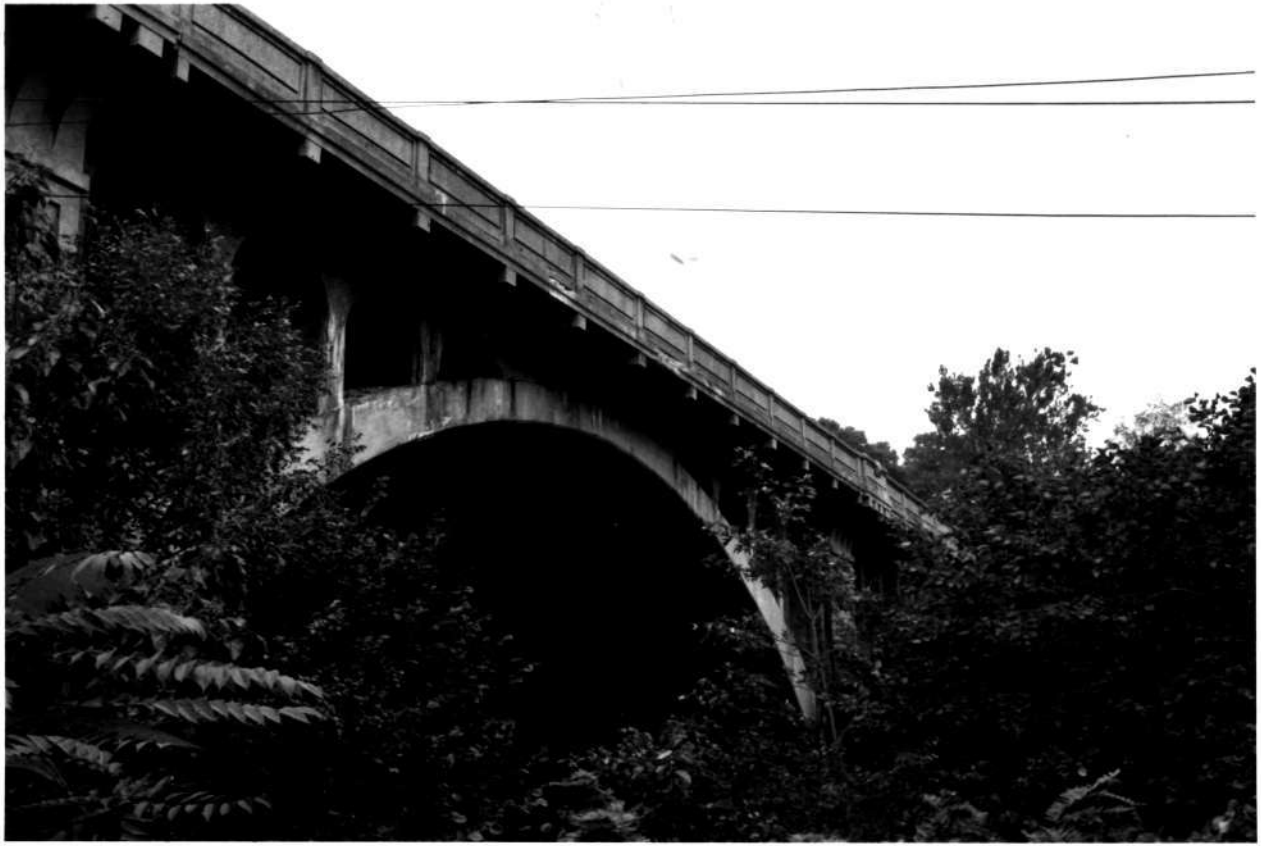
West Baltimore St. Bridge
Baltimore, MD
Photo: A. Reynolds
10/11/94
Negative @ MD SHPO
Amtrak viaduct east of bridge
36 of 36

BALTIMORE ST BRIDGE
BALTIMORE, MARYLAND

B-4576

PHOTO: EDDIE LEON, CHAP
OCT. 1994
NEG LOC: COMMISSION FOR HISTORICAL + ARCHITECTURAL PRESERVATION
BALTIMORE, MD

WEST ELEVATION



BALTIMORE ST. BRIDGE
BALTIMORE, MARYLAND

B-4576

PHOTO: EDDIE LEON, CHAP

OCT. 1994

NEG. LOC. COMMISSION FOR HISTORICAL & ARCHITECTURAL PRESERVATION
BALTIMORE, MD

WEST ELEVATION